

BookletChart™

Neah Bay

NOAA Chart 18484

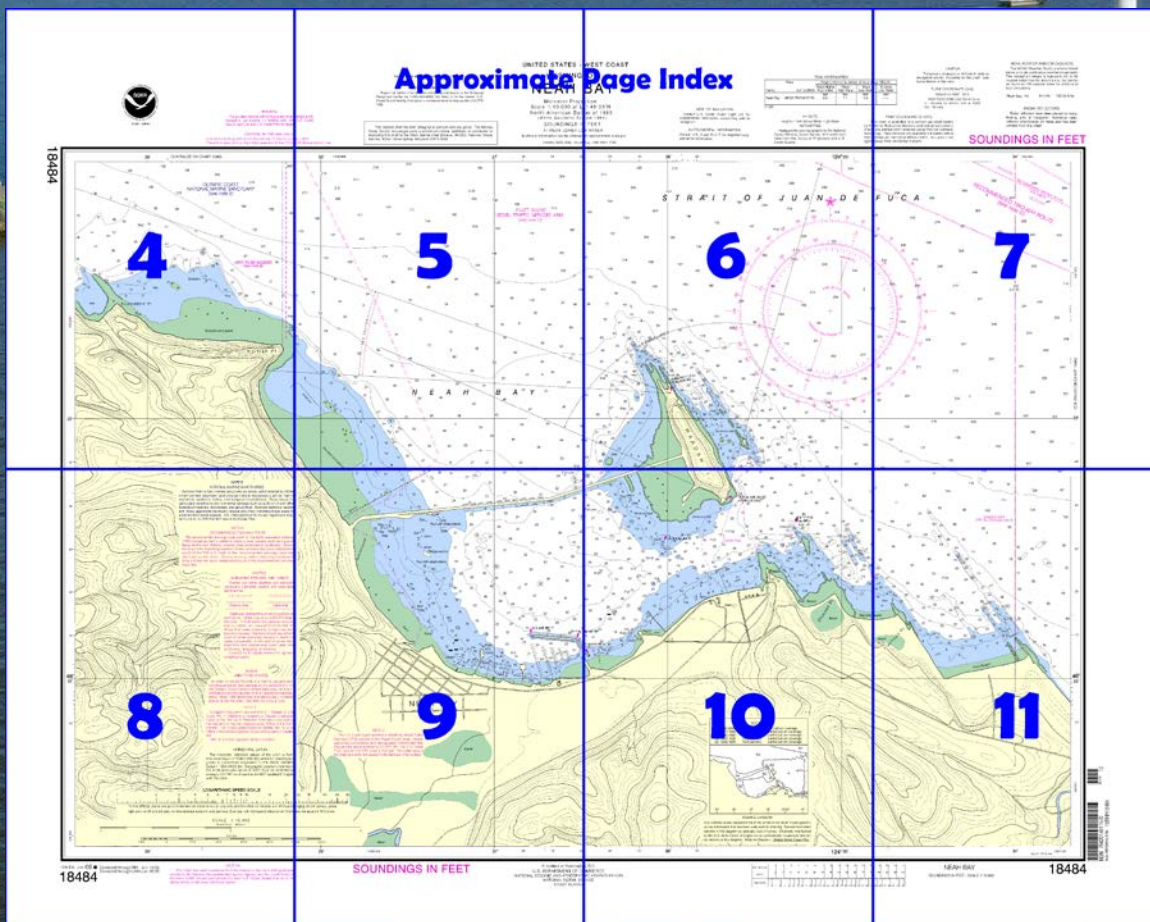


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18484>.



(Selected Excerpts from Coast Pilot)

On the S side of the Strait of Juan de Fuca the coast trends E for 4 miles from Cape Flattery to **Koitolah Point**, the W point of Neah Bay. The shores are rugged, and the country is heavily timbered.

Neah Bay, about 5 miles E of Cape Flattery, is used extensively by small vessels as a harbor of refuge in foul weather. Its proximity to Cape Flattery and ease of access at any time make the anchorage very useful. It is protected from all but E

weather.

Baada (Baadah) Point, the E entrance point to Neah Bay, is rocky and grass-covered for some distance back from the shore. **Waadah Island**,

0.3 mile N of Baada Point, is 0.5 mile long, high, and wooded. A light marks the N and S end of the island. A stone breakwater extends from the W side of the bay to about the middle of Waadah Island. A reef and foul ground extend 0.2 mile from the SW side of the island. A reef that bares, marked by a lighted bell buoy, extends 500 yards NW from **Dtokoah Point**, SE of the entrance.

The buildings of **Neah Bay Coast Guard Station**, 0.4 mile SW of Baada Point, are prominent from the entrance.

The entrance to the bay is between Waadah Island and Baada Point. A depth of 17 feet can be carried into the bay. Anchorage is in 20 to 35 feet, mud bottom.

The W shore of Neah Bay is high and precipitous, and bordered by craggy rock outcroppings. The shore E of the village of Neah Bay is a low sand beach to Baada Point. Unmarked sunken wrecks are in the W part of the bay in about 48°22'22"N., 124°37'15"W., and in the NE corner of the bay in about 48°22'39"N., 124°36'20"W. Caution is advised when anchoring in the vicinity of the wrecks.

The Indian village of **Neah Bay**, on the SW shore of the bay, is the site of considerable sport fishing.

Neah Bay is a **customs port of entry**. The customs officer also performs **immigration** duties.

The Makah Indian T-head pier with a 300-foot face, and the ruins of a T-head pier no longer visible, are about 375 and 500 yards SW of Baada Point. Caution is advised in the vicinity of the pier in ruins, as submerged piles may exist. The Coast Guard pier is 0.5 mile SW of Baada Point.

Two cooperative fish piers, 1 mile and 1.2 miles SW of Baada Point, have facilities for icing and supplying fishing boats. Limited berthage, electricity, gasoline, diesel fuel, water, and ice are available. Both piers have reported depths of 12 feet off the ends. There are many small-craft floats extending along the S shore of the bay. A marina is about 1 mile SW of Baada Point on the S shore and has 200 slips; gasoline, diesel fuel, water, electricity, pump-out, and a launching ramp are available.

A paved highway extends along the Strait of Juan de Fuca to Port Angeles; telephone service is available.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander

13th CG District

Seattle, WA

(206) 220-7001

Table of Selected Chart Notes

PLANE COORDINATE GRID

(based on NAD 1927)
Washington State Grid. North Zone is indicated by dotted ticks at 4000 foot intervals.

HEIGHTS

Heights in feet above Mean High Water

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

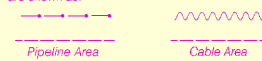
NOTE F

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

For Symbols and Abbreviations see Chart No. 1

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Neah Bay, WA KIH-36 162.55 MHz

Mercator Projection

Scale 1:10,000 at Lat 48°23'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

NOTE B

AREA TO BE AVOIDED

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, WA, or at the Office of the District Engineer, Corps of Engineers in Seattle, WA.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" southward and 4.843" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE D

RECOMMENDED TWO-WAY ROUTE

The recommended two-way route south of the traffic separation scheme (TSS) formalizes traffic patterns where slower vessels such as tug and barge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

NOTE E

NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Neah Bay (48°22.1'N/124°37'W)	8.0	7.1	1.6	--,--

(1103)

COLREGS, 80.1365 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



For Symbols

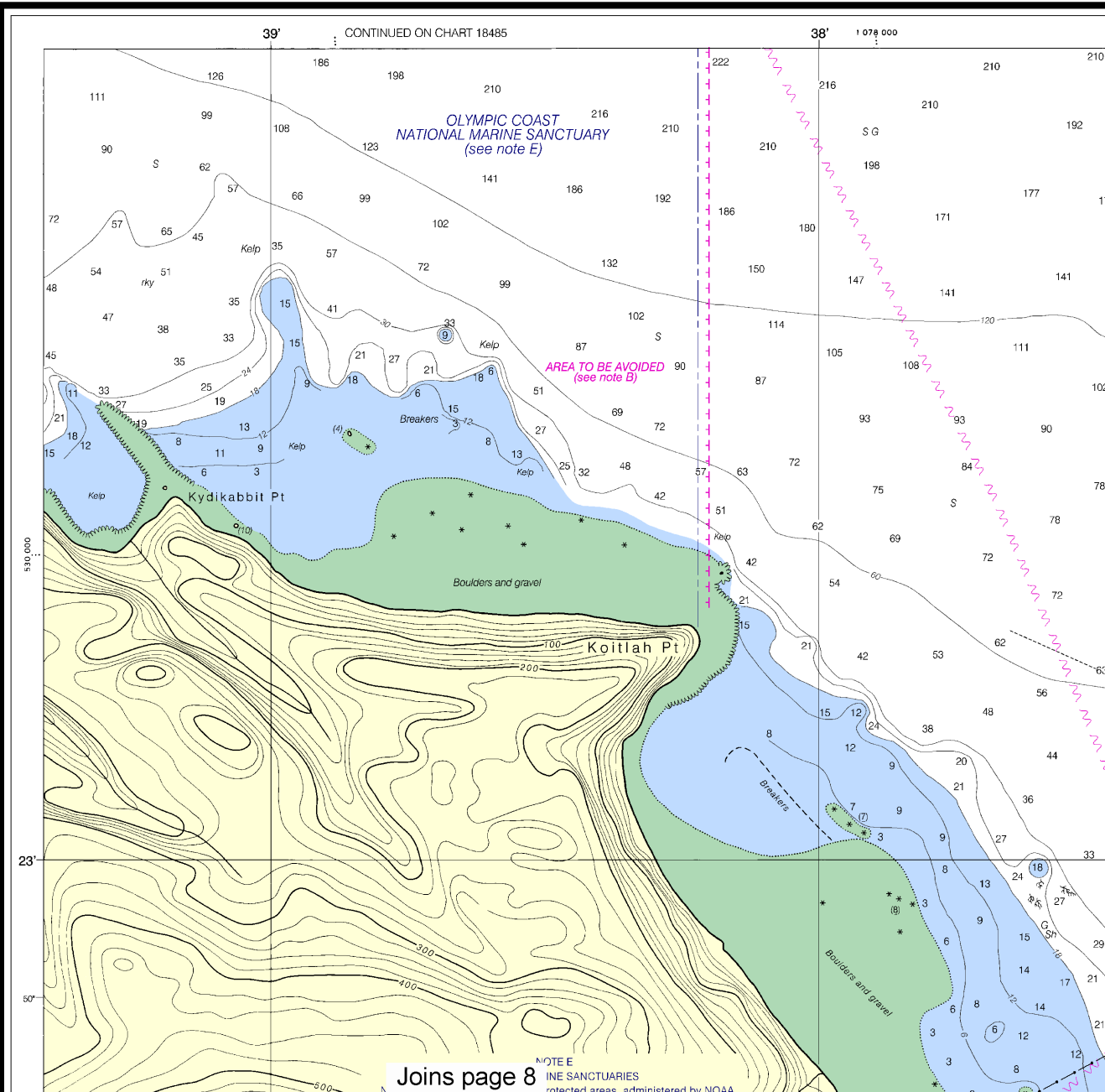
Report all spills of oil to the National Response Center via 1-800-424-6621 or the nearest Coast Guard facility if telephoning from a ship (see 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1385 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been revised by the Ocean Service encourages use of this chart to the Coast Guard, NOAA, Silver Spring, MD.

18484



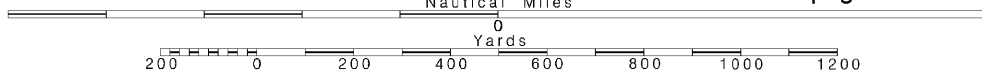
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



pols and Abbreviations see Chart No. 1

POLLUTION REPORTS

oil and hazardous substances to the National 1-800-424-8802 (toll free), or to the nearest U.S. telephone communication is impossible (33 CFR

been designed to promote safe navigation. The National users to submit corrections, additions, or comments for Chief, Marine Chart Division (N/CS2), National Oceanic and Atmospheric Administration, 1215 Jefferson Davis Highway, Alexandria, Virginia 22304-6145, or by telephone at 703/717-8392.

Mercator Projection
Scale 1:10,000 at Lat 48°23'N
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 6266, 1st Ed., Aug. 1942 KAPP 1728

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

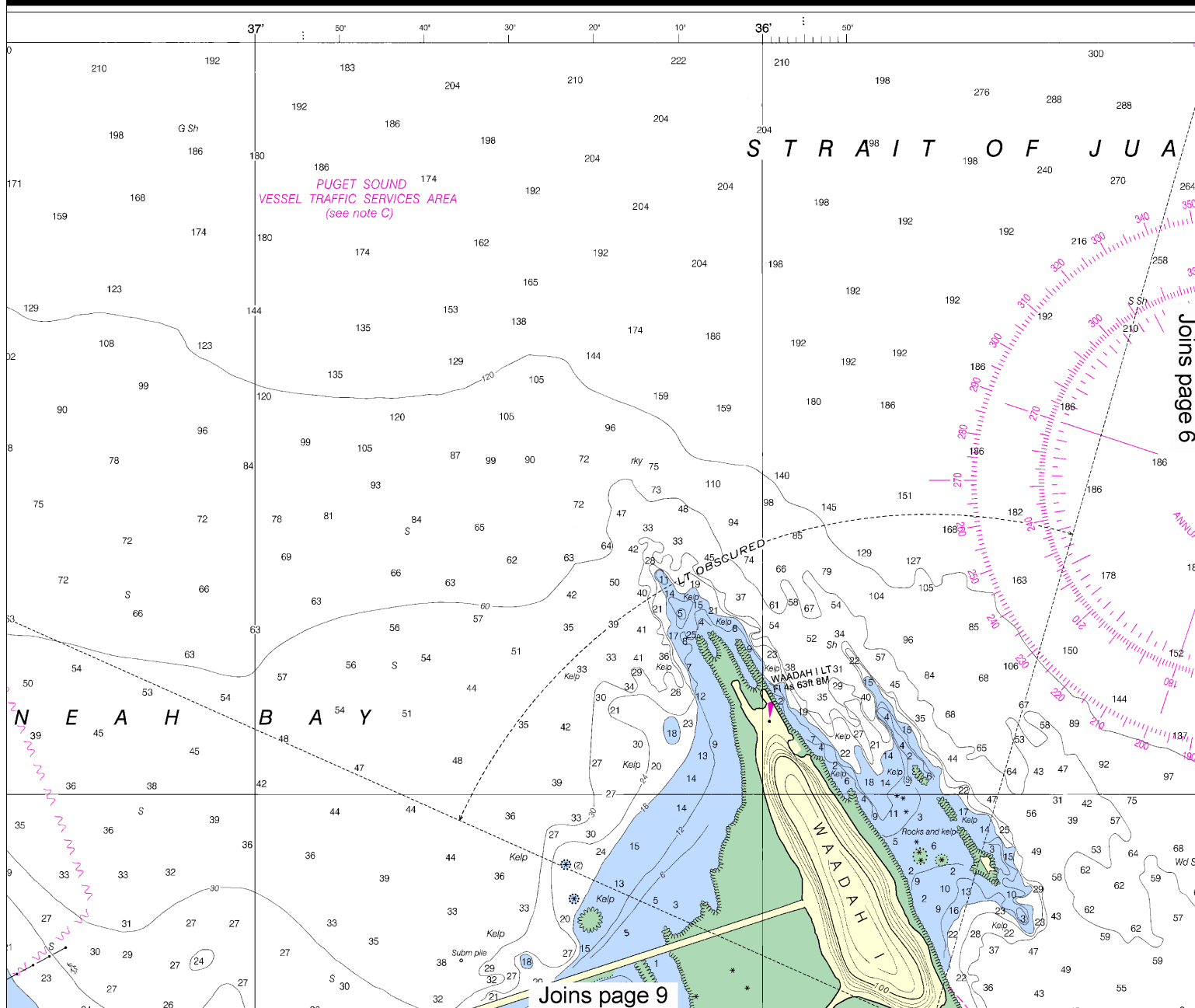
Place	
Name	(LAT/LONG)
Neah Bay	(48°22.1'N/124°37'W)

(1103)

HEIGHTS

Heights in feet above Me

Hydrography and topographic data were obtained from the U.S. Navy's Hydrographic Office, U.S. Coast and Geodetic Survey, Coast Survey, and U.S. Army Corps of Engineers, U.S. Army Corps of Engineers, U.S. Coast Guard.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Neah Bay (48°22.1'N/124°37'W)	8.0	7.1	1.6	---

(1103)

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID

(based on NAD 1927)
Washington State Grid, North Zone
is indicated by dotted ticks at 4000 foot intervals.

NOAA WEATHER RADIO BROADCASTS

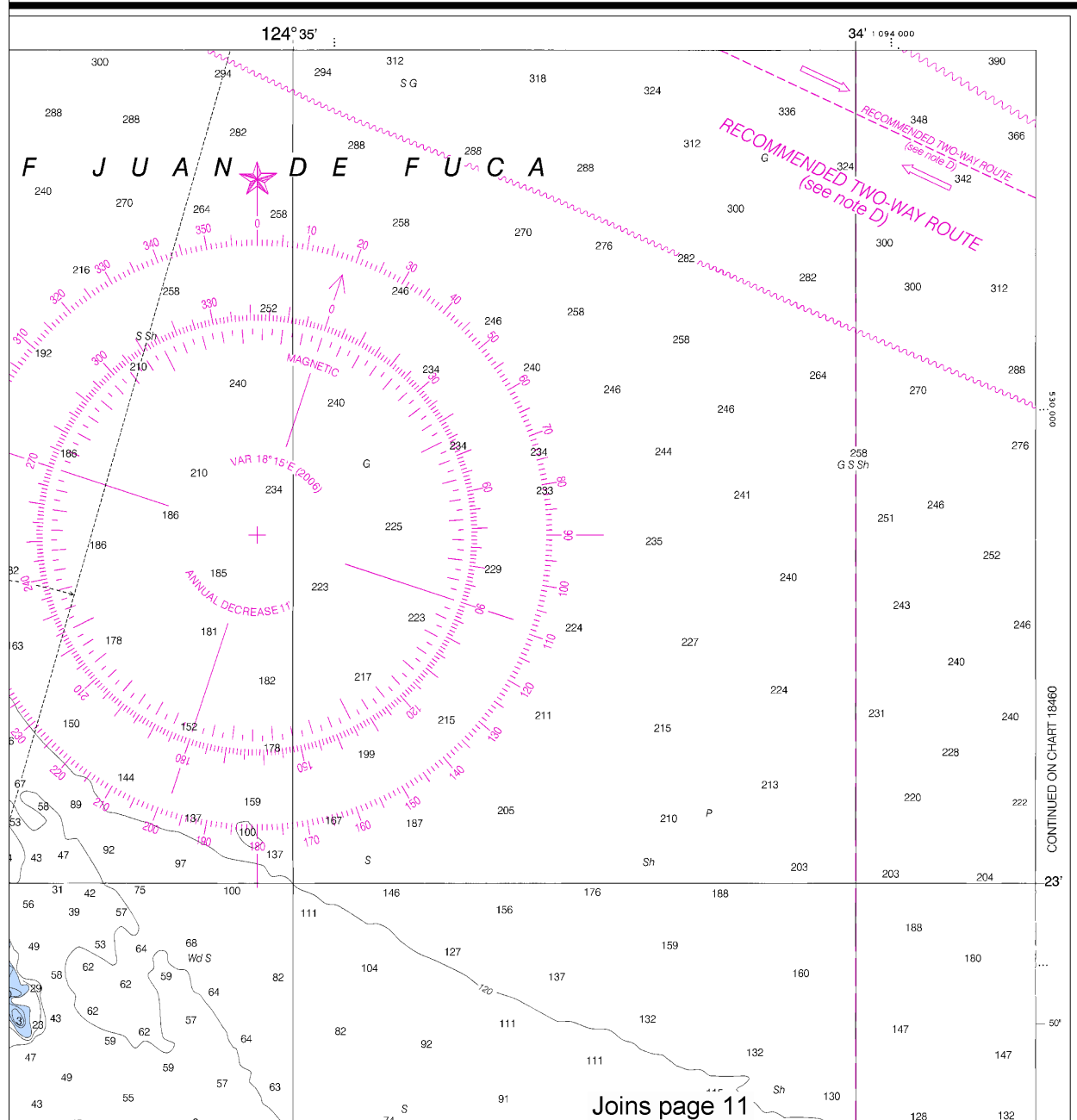
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Neah Bay, WA KIH-36 162.55 MHz

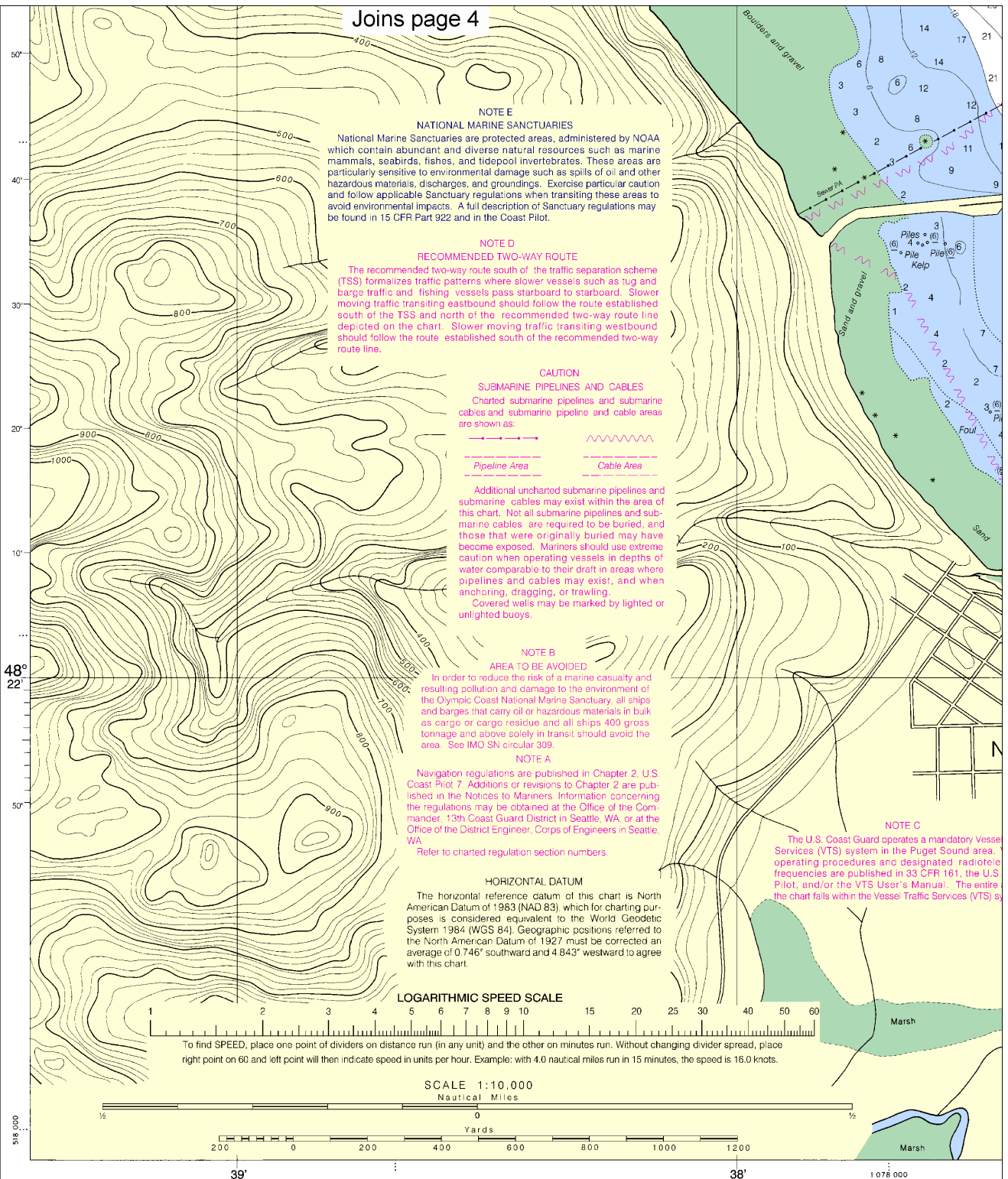
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

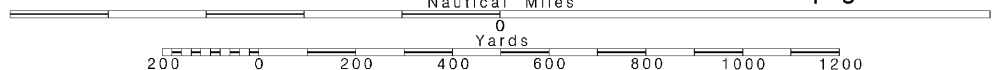


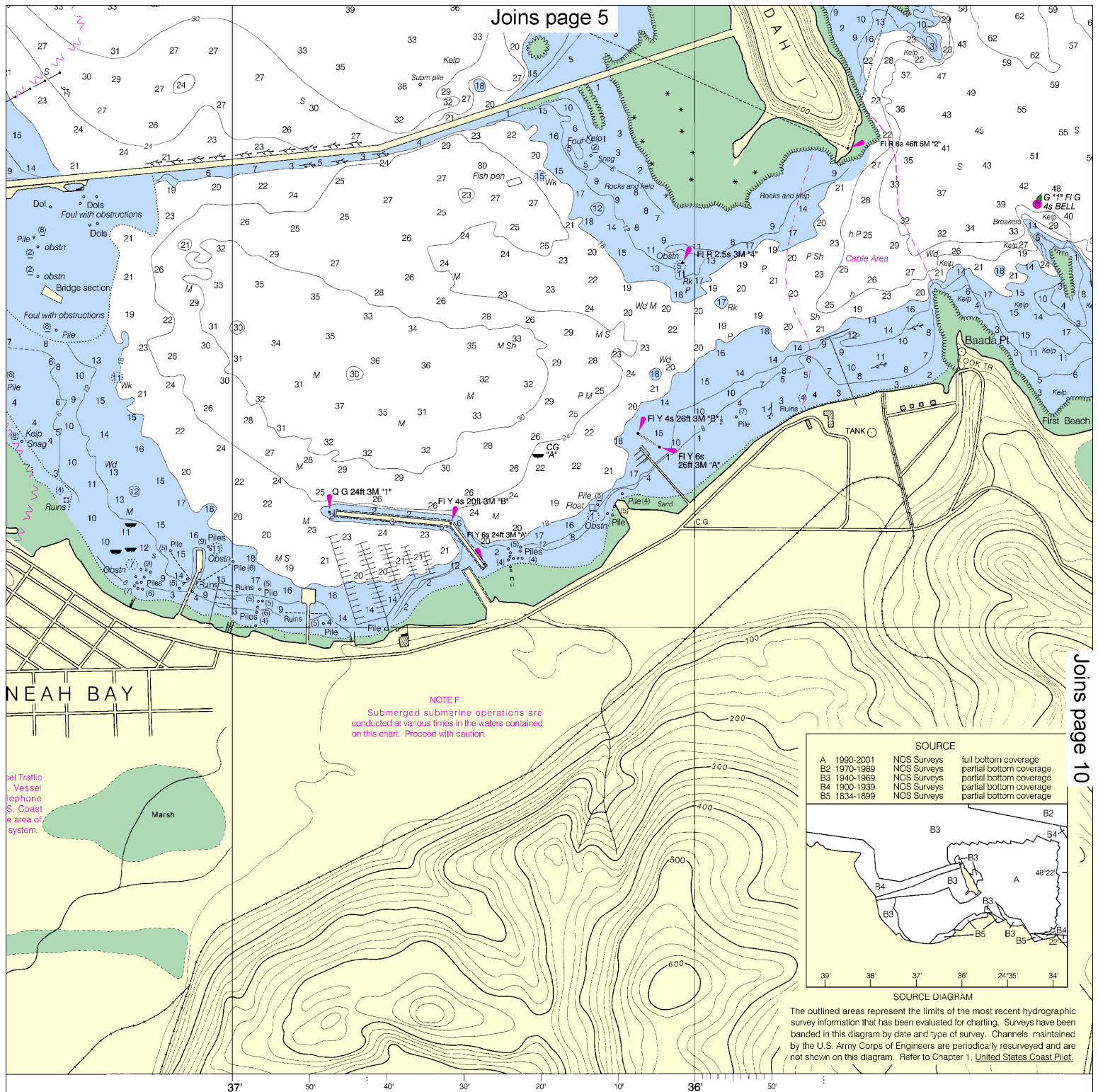
12th Ed., Jun./06 ■ Corrected through NM Jun. 10/06
Corrected through LNM Jun. 06/06

18484

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

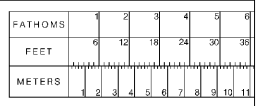
SOUNDING

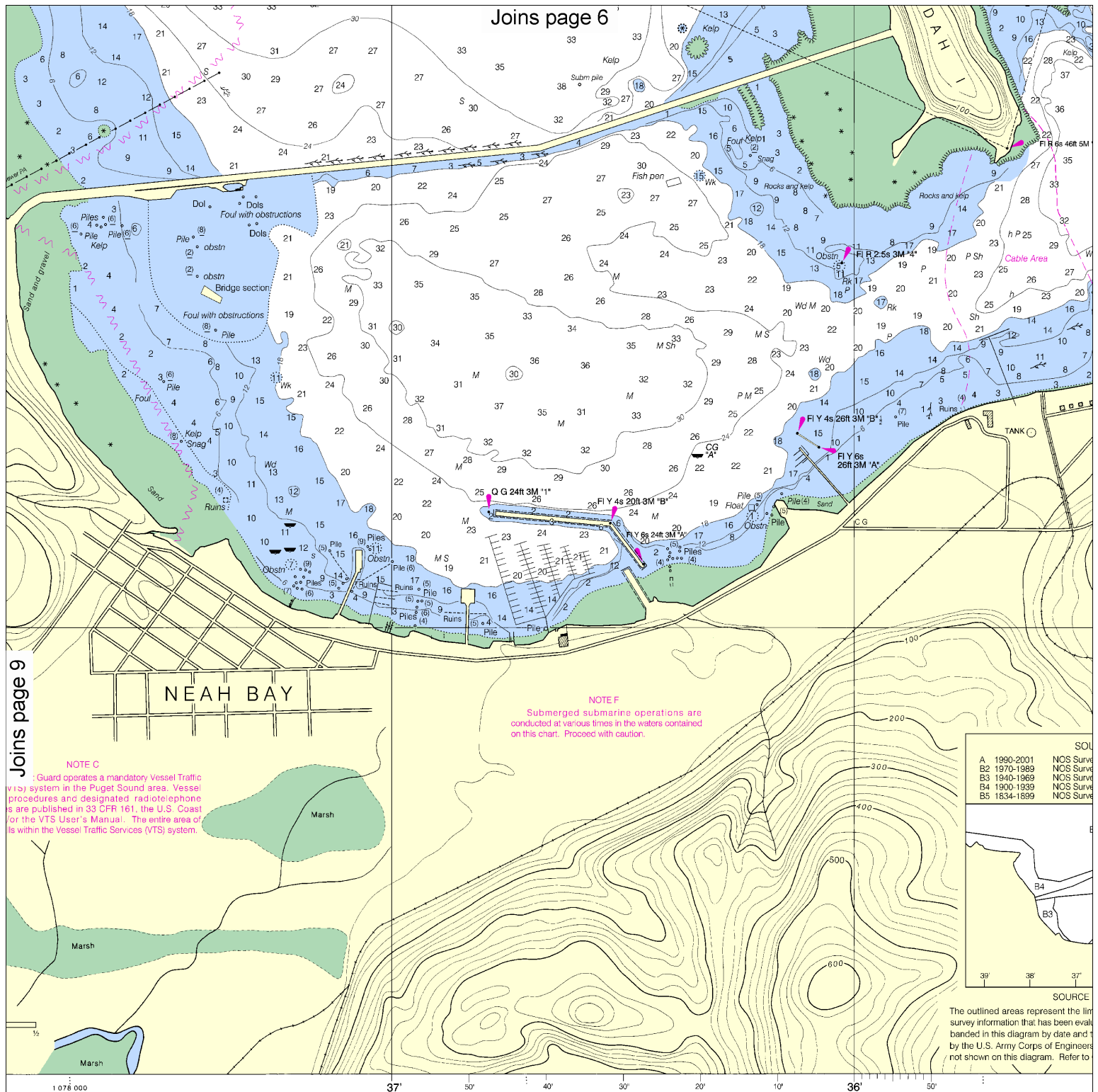




GS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





SOUNDINGS IN FEET

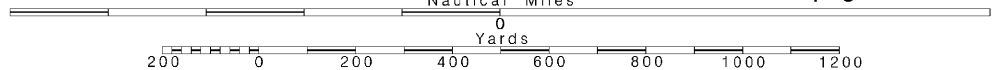
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

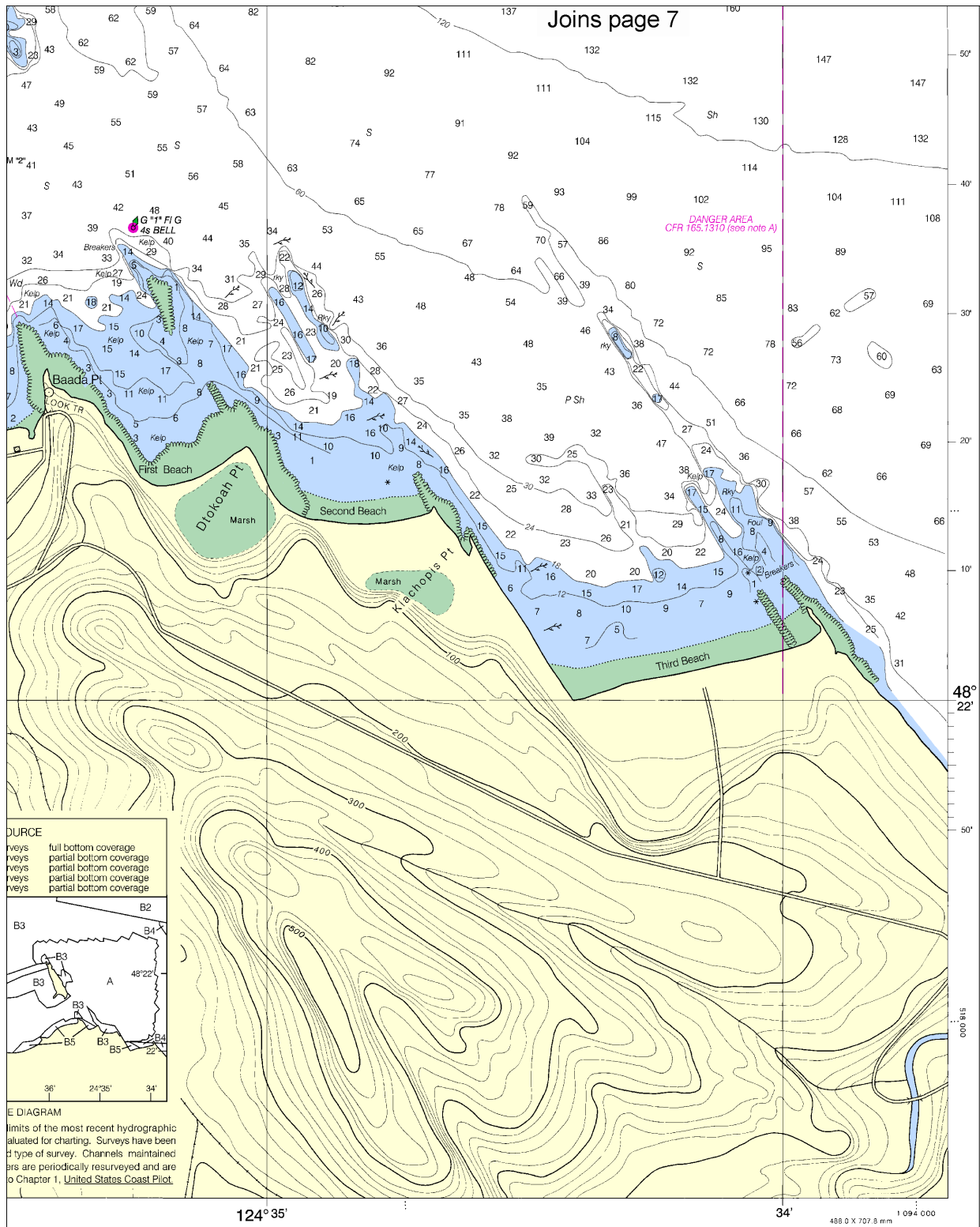
10

Note: Chart grid lines are aligned with true north.

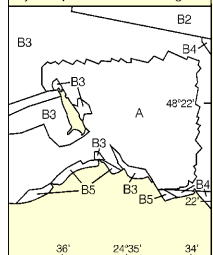
Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





SOURCE
 veys full bottom coverage
 veys partial bottom coverage
 veys partial bottom coverage
 veys partial bottom coverage
 veys partial bottom coverage



NOTE
 Limits of the most recent hydrographic
 aluated for charting. Surveys have been
 d type of survey. Channels maintained
 ars are periodically resurveyed and are
 o Chapter 1, United States Coast Pilot

ATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

NEAH BAY
 SOUNDINGS IN FEET - SCALE 1:10,000

18484



ED. NO. 12



NSN 7642014011570
 NGA REFERENCE NO. 186HA18484



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

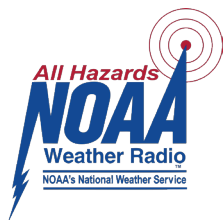
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker